



November 5, 2013

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FHWA  
MONTANA DIVISION

Kevin L. McLaury  
Division Administrator  
Federal Highway Administration  
585 Shepard Way, Suite 2  
Helena, MT 59601-9785

Attention: Gene Kaufman

Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request  
SF 099 S of Seeley Lake  
HSIP 83-1(31)24  
CN 7205000

Dear Kevin McLaury:

This submittal requests approval of the above-mentioned proposed project as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) and the Programmatic Agreement as signed by the Montana Department of Transportation (MDT) and the Federal Highway Administration (FHWA) on April 12, 2001. This proposed action also qualifies as a Categorical Exclusion under ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a PCE. A copy of the Preliminary Field Review Report is attached. In the following form, "N/A" indicates not applicable; "UNK" indicates unknown.

**NOTE: A response in a large box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).**

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as defined under 23 CFR 771.117(a).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. There is a high rate of residential growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. There is a high rate of commercial growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the 1965 <i>National Land &amp; Water Conservation Fund Act</i> (16 USC 460L, <i>et seq.</i> ) on or adjacent to proposed the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. ( <i>e.g.</i> : MDFWP, local entities, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under <i>Section 106</i> of the <i>National Historic Preservation Act</i> (16 USC 470, <i>et seq.</i> ) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under <i>Section 4(f)</i> of the 1966 <i>US DEPARTMENT OF TRANSPORTATION Act</i> (49 USC 303) on or adjacent to the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. De minimis finding(s) is/are necessary for this project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. This proposed project requires a full ( <i>i.e.</i> : DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar ( <i>e.g.</i> , "state waters").	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act</i> (33 USC 403) and/or <i>Section 404</i> under 33 CFR Parts 320-330 of the <i>Clean Water Act</i> (33 USC 1251-1376) would be met.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation would be coordinated with the US Army Corps of Engineers and other Resource Agencies (Federal, State and Tribal) as required for permitting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Tribal Water Permit would be required.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Work would be required in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the US Department of Agriculture, or the US Department of the Interior.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
In accordance with <i>Section 7</i> of the <i>Wild and Scenic Rivers Act</i> (16 USC 1271 – 1287), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. If yes, are there potential noise impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. A Noise Analysis would be completed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. There would be substantial changes in access control involved with this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If yes, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:				
1. Provisions would be made for access by local traffic, and be posted for same.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Interference to local events ( e.g. festivals) would be minimized to all possible extent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantial controversy associated with this pending action would be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Hazardous wastes /substances, as defined by the US Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under CERCLA or CECRA) site(s) are currently on and/or adjacent to this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G. The Stormwater Discharge conditions (ARM 17.30.1101-1117), including temporary erosion control features for construction would be met.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
I. Documentation of an “invasive species” review to comply with both EO #13112 and the <i>County Noxious Weed Control Act</i> (7-22-2152, MCA), including directions as specified by the county(ies) wherein its intended work would be done.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
J. There are “Prime” or “Prime if Irrigated” Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the proposed work would affect Important Farmlands, then a CPA 106 Farmland Conversion Impact Rating form would be completed in accordance with the <i>Farmland Protection Policy Act</i> (7 USC 4201, <i>et seq.</i> ).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
K. Features for the <i>Americans with Disabilities Act</i> (PL 101-336) compliance would be included.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L. A written Public Involvement Plan would be completed in accordance with MDT’s Public Involvement Handbook.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. This proposed project complies with the <i>Clean Air Act’s Section 176(c)</i> (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it’s either in a Montana air quality:				
A. “Unclassifiable/Attainment” area. This proposed project is <u>not</u> covered under the EPA’s September 15, 1997 Final Rule on air quality conformity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
and/or				
B. “Nonattainment” area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA’s September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies (Metropolitan Planning Organizations, MDEQ’s Air Resources Management Bureau, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Is this proposed project in a “Class I Air Shed” under 40 CFR 52.1382(c)(2-4) and 40 CFR 81.417? (Northern Cheyenne, Flathead, and Fort Peck Indian Reservations; Glacier and Yellowstone National Parks; Anaconda-Pintlar, Bob Marshall, Cabinet Mountains, Gates of the Mountains, Medicine Lake, Mission Mountain, Red Rock Lakes, Scapegoat, Selway-Bitterroot, and U.L. Bend Wilderness Areas)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Federally listed Threatened or Endangered (T/E) Species:				
A. There are recorded occurrences and/or critical habitat in this proposed project’s vicinity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would not induce significant land use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (EO #12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (42 USC 2000d) under the FHWA's regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.

Susan Kilcrease, Date: 11/5/13  
Susan Kilcrease - Missoula District Project Development Engineer  
MDT Environmental Services Bureau

Heidy Bruner, Date: 11/8/13  
Heidy Bruner, P.E. - Engineering Section Supervisor  
MDT Environmental Services Bureau

Concur M. Hartman, Date: 11/14/13  
Federal Highway Administration

MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Dept. Alternative accessible formats of this information will be provided upon request. For further information, call 406-444-7228 or TTY (800-335-7592), or call Montana Relay at 711.

Attachment: Preliminary Field Review Report (12/20/2012)

- |                     |                                                                |                                       |
|---------------------|----------------------------------------------------------------|---------------------------------------|
| Copy (w/o attach.): | Ed Toavs                                                       | Missoula District Administrator       |
|                     | Roy A. Peterson, P.E.                                          | Traffic and Safety Engineer           |
|                     | Tom S. Martin, P.E.                                            | Environmental Services Bureau Chief   |
|                     | Heidy Bruner, P.E.                                             | Environmental Services Bureau         |
|                     | Suzy Price                                                     | Contract Plans Bureau Chief           |
|                     | Lisa Hurley                                                    | Fiscal Programming Section Supervisor |
|                     | Tom Erving                                                     | Fiscal Programming Section            |
|                     | Robert Stapley                                                 | Right-of-Way Bureau Chief             |
|                     | Susan Kilcrease                                                | Environmental Services Bureau         |
|                     | File                                                           | Environmental Services Bureau         |
|                     | Montana Legislative Branch Environmental Quality Council (EQC) |                                       |



**Memorandum**

To: Roy A. Peterson, PE  
 Traffic and Safety Engineer

From: Gabe Priebe, PE [GBP]  
 Traffic Project Engineer

Thru: Ivan B. Ulberg, PE [IBU]  
 Traffic Design Engineer

Date: December 20, 2012

Subject: HSIP 83-1(31)24  
 SF 099 S of Seeley Lake  
 UPN 7205 000  
 Work Type 310 – Roadway & Roadside Safety Improvements

Please approve the attached Preliminary Field Review Report.

Approved [Signed by RAP] Date [12/20/12]  
 Roy A. Peterson  
 Traffic and Safety Engineer

We are requesting comments from those on the distribution list. We will assume their concurrence if we receive no comments within two weeks of the approval date.

**Distribution:**

Ed Toavs, Missoula District Administrator	Tom Martin, Environmental Services Bureau Chief
Kent Barnes, Bridge Engineer	Lynn Zanto, Rail, Transit, & Planning Division Administrator
Paul Ferry, Highways Engineer	Jake Goettle, Construction Engineering Services Bureau
Robert Stapley, Right-of-Way Bureau Chief	Matt Strizich, Materials Engineer

**cc:**

Gabe Priebe, Project Design Manager	Dawn Stratton, Fiscal Programming Section
Traffic Master File	

**e-copies:**

Jim Walther, Engineering, Preconstruction Engineer	Jake Goettle, Construction Bureau – VA Engineer
Lesly Tribelhorn, Highways Design Engineer	Shane Stack, District Preconstruction Engineer
Mark Goodman, Hydraulics Engineer	Ben Nunnallee, District Projects Engineer
KC Yahvah, District Hydraulics Engineer	Darin Reynolds, District Materials Lab
Jon Axline, Acting Resources Section Supervisor	Jack May, District Maintenance Chief
Pat Basting, District Biologist	Jean Crow, District Right of Way Supervisor
Susan Kilcrease, District Project Development Engineer	Phillip Inman, Utilities Engineering Manager
Danielle Bolan, Traffic Engineer	David Hoerning, R/W Engineering Manager
Kraig McLeod, Safety Engineer	Greg Pizzini, Acquisition Manager
Chris Hardan, Missoula Bridge Area Engineer	Joe Zody, R/W Access Management Section Manager
Matt Strizich, Materials Engineer	Paul Johnson, Project Analysis Bureau
Daniel Hill, Pavement Analysis Engineer	Sue Sillick, Research Section Supervisor
Bret Boundy, District Geotechnical Manager	Becky Duke, Traffic Data Collection Section Supervisor (WIM)
Bryce Larsen, Supervisor, Photogrammetry & Survey	Dave Hand, Maintenance Division Operations Manager (RWIS)
Marty Beatty, Engineering Information Services	Alyce Fisher, Fiscal Programming
Paul Grant, Public Involvement Officer	Engineering Cost Analyst
Jean Riley, Planner	
Dawn Stratton, Fiscal Programming	

## Preliminary Field Review Report

HSIP 83-1(31)24, SF 099 S of Seeley Lake  
Project Manager: Gabe Priebe

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### **Introduction**

A Preliminary Field Review was conducted Tuesday, November 27, 2012 in the Missoula District Conference room and Wednesday, November 28, 2012 in the Kalispell Conference room with the following personnel in attendance:

Shane Stack, MDT Missoula District – Engineering Services Supervisor  
Ben Nunnallee, MDT Missoula District – District Projects Engineer  
Glen Cameron, MDT Missoula – Traffic Engineer  
James Freyholtz, MDT Missoula District – Traffic Engineer-Kalispell  
Jonathan Floyd, MDT Helena – Safety Management  
Allen Levens, MDT Helena – Traffic Electrical  
Dwayne Miller, MDT Helens – Traffic Signing  
Gabe Priebe, MDT Helena – Traffic Project Engineer  
Sandie Stiffler, MDT Helena – Traffic Safety

An on-site visit was made on Wednesday, November 28, 2012 with the following personnel in attendance:

Jonathan Floyd, MDT Helena – Safety Management  
Allen Levens, MDT Helena – Traffic Electrical  
Dwayne Miller, MDT Helens – Traffic Signing  
Gabe Priebe, MDT Helena – Traffic Project Engineer  
Sandie Stiffler, MDT Helena – Traffic Safety

### **Proposed Scope of Work**

The proposed project has been nominated to provide a roadside safety enhancement by installing guardrail and signing along a section of State Primary Route 83/MT 83.

### **Purpose and Need**

The intent of the project is to address single vehicle run-off-the road crashes on curves. The purpose of this project is to reduce the severity of the crashes by stopping and redirecting vehicles before they leave the roadway. The project is also intended to enhance visibility of the curves with chevrons and delineation.

### **Project Location and Limits**

The project is located in Missoula County on State Primary Route 83/MT 83 *north* of Seeley Lake beginning at RP 24.3 and extending to RP 25.2. The entire project is located within the Lolo National Forest. The functional classification of this highway is rural minor arterial. This section of roadway was built under project number FHP 15 C in 1952 with reference posts running from the south to the north and stationing running from the north to the south. It was upgraded with pavement preservation project STPP 83-1(28)23 completed in 2012. Guardrail is proposed on the outside of a curve from RP 24.7 to RP 24.8. Terminal sections will be installed for each end of the guardrail.

### **Work Zone Safety and Mobility**

At this time, Level 3 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. Due to the short construction duration, we expect a small degree of public impact. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP). A limited Public Information (PI) component to address public notification will also be included. These issues are discussed in more detail under the Traffic Control and Public Involvement sections.

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Project Manager: Gabe Priebe

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### Physical Characteristics

The existing terrain within the project limits is mountainous, in a rural setting. There are no approaches located within the length of the project.

In 1952, the roadway was reconstructed under project FHP 15-C. In 1992, the roadway received a seal and cover. In 1998, the roadway again received a seal and cover. In 2004, MDT maintenance forces gave this section of roadway an overlay and a seal and cover. A pavement preservation project STPP 83-1(28)23 was completed in 2012.

Design speeds are missing from the As-Built plans, but a speed of 45 mph would be appropriate by current MDT standards given the mountainous terrain and the minor rural arterial type of roadway. There is one vertical curve and 3 horizontal curves.

The TIS Road Log shows one typical section throughout that consists of two 12' travel lanes and 2' paved shoulders.

The existing surfacing consists of 5.75 in. Bituminous Plant Mix with 4 in. Crushed Base Course.

There are no bridges on this project.

### Traffic Data

The traffic data for this location is as follows:

- 2012 (Present) AADT = 1210
- 2033 (Letting) AADT = 1220
- 2033 (Design) AADT = 1490
- DHV = 290
- Truck% = 16.9%
- Equivalent Single Axle Load = 85
- Annual Growth Rate = 1.0%

### Crash Analysis

A total of 12 crashes occurred on P-83 from RP 24.3 to RP 25.2 between January 1, 2003 and December 31, 2007. The main crash trend is single-vehicle run-off-the-road crashes. Eight of the crashes were considered addressable by guardrail and chevrons. These crashes resulted in 1 fatal crash, 2 injury crashes (2 incapacitating injuries and 1 non-incapacitating injury) and 5 property damage only crashes.

The safety improvements in this area yielded a benefit-to-cost ratio of 18.70, assuming a \$68,424 construction cost. There have been three additional addressable crashes from January 1, 2008 through June 30, 2012.

### Major Design Features

- a. **Design Speed.** The design speed for this section of roadway based on its functional classification of rural minor arterial in mountainous terrain is 45 miles per hour (mph). The posted speed limit is 70 mph.
- b. **Horizontal Alignment.** The horizontal alignment consists of three horizontal curves. No changes will occur to the horizontal alignment.
- c. **Vertical Alignment.** The existing vertical alignment will not be changed with the project.
- d. **Typical Sections and Surfacing.** The existing roadway section will not change.

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Project Manager: Gabe Priebe

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- e. **Geotechnical Considerations.** No geotechnical involvement is anticipated.
- f. **Hydraulics.** No hydraulic-related involvement is anticipated.
- g. **Bridges.** There are no bridges within project limits.
- h. **Traffic.** Traffic will be the lead for this project. Chevrons will be installed throughout the curves along with a section of guardrail on the east side. Curve signs will be updated, and top mounted delineators will be replaced on the existing rail.
- i. **Pedestrian/Bicycle/ADA.** There are no pedestrian, bicycle or ADA specific features included in this project.
- j. **Context Sensitive Design Issues.** There are no apparent context sensitive design issues.

### **Other Projects**

No other projects are currently under construction or in design that will affect this project.

### **Location Hydraulics Study Report**

A Location Hydraulics Study Report is not required for this project.

### **Design Exceptions**

No design exceptions are anticipated for this project.

### **Right-of-Way**

There will be no right-of-way involvement on this project.

### **Access Control**

No changes to access control are proposed.

### **Utilities/Railroads**

There are no railroads affected by this project. Underground utilities do run near the roadway at various points; however, installing guardrail is not expected to interfere with them. A 'one-call' will be required prior to placing guardrail posts.

### **Intelligent Transportation Systems (ITS) Features**

No ITS features will be used on this project.

### **Experimental Features**

No experimental features will be used on this project.

### **Survey**

A topographical survey will be required for project area slated for guardrail installation as well as centerline and edge of pavement locations for signing placement. No other surveys, such as a soil survey or an S.U.E., are warranted.

### **Public Involvement**

The project will include a 'Level A' standard of public involvement. This includes a news release explaining the project and a Department point of contact.

### **Environmental Considerations**

A Categorical Exclusion is anticipated on this project.

## Preliminary Field Review Report

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Project Manager: Gabe Priebe

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### Energy Savings/Eco-Friendly Considerations

No energy savings/eco-friendly considerations are proposed.

### Traffic Control

The final traffic control plan (TCP) will be discussed at the plan-in-hand with district personnel in attendance. The TCP will include a sequencing special provision that will provide a safe route for the travelling public at all times. All signing and/or flagging operations will be in accordance with the Manual on Uniform Traffic Control Devices.

The guardrail installation can be completed under traffic by closing a portion of the adjacent lane and alternating one-way traffic through the construction area by use of flaggers and/or temporary traffic signals.

### Project Management

Gabe Priebe will be the Project Design Engineer. This project does not require full FHWA oversight.

### Preliminary Cost Estimate

The estimate below is based on information provided by the Safety Engineering office. This estimate will be refined as design progresses.

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Signing	\$3,951		
Guardrail	\$37,421		
Traffic Control (10%)	\$4,137		
<b>Subtotal</b>	<b>\$45,509</b>		
Mobilization (25%)	\$11,377		
<b>Subtotal</b>	<b>\$56,886</b>		
Contingencies (10%)	\$5,689		
<b>Total CN</b>	<b>\$62,575</b>	<b>\$2,893</b>	<b>\$72,123</b>
<b>CE (15%)</b>	<b>\$9,386</b>	<b>\$434</b>	<b>\$10,818</b>
<b>TOTAL CN+CE</b>	<b>\$71,961</b>	<b>\$3,327</b>	<b>\$82,941</b>

Note: Inflation is calculated in PPMS to the letting date. If there is no letting date, the project is assumed to be inside the current TCP and is given a maximum of 5 years until letting. IDC is calculated at 11.08% as of FY 2013.

### Ready Date

A ready date will be set once the project is sent for overrides. A letting date will be established before the SOW.

### Site Map

The project site map is attached.

# Preliminary Field Review Report

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Project Manager: Gabe Priebe

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